

Patent Claims:

1. A method for the indirect pressure loss detection on a motor vehicle wheel,
c h a r a c t e r i z e d in that the parameter(s) used for determining pressure loss is/are essentially derived from the wheel acceleration a_{wheel} .
2. The method as claimed in claim 1,
c h a r a c t e r i z e d in that wheel acceleration a_{wheel} is evaluated only if defined driving maneuvers or driving conditions prevail, in particular during straight travel.
3. The method as claimed in claim 2,
c h a r a c t e r i z e d in that the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel} of each individual vehicle wheel is determined in a predetermined time interval T_0 .
4. The method as claimed in claim 3,
c h a r a c t e r i z e d in that a difference Sample_acc is produced from the minimum Min_i and the maximum Max_i of the wheel acceleration a_{wheel} .
5. The method as claimed in claim 4,
c h a r a c t e r i z e d in that a reference value Ref_DIFF is produced from the differences Sample_acc of the individual time intervals T_0 over a time T_1 stretching over several time intervals T_0 .

6. The method as claimed in claim 5,
c h a r a c t e r i z e d in that an alarm is triggered
when the difference Sample_acc exceeds a first limit value
THRESH 1.
7. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is suppressed
when at least one further difference Sample_acc of another
vehicle wheel has exceeded a second limit value THRESH 2.
8. The method as claimed in claim 6,
c h a r a c t e r i z e d in that the alarm is suppressed
when other mechanisms or methods provided in the vehicle have
detected a situation, e.g. rough road sections, a non-uniform
roadway coefficient of friction (' μ -split'), driving on snow
and ice, influencing the evaluation of the wheel
acceleration.
9. The method as claimed in claim 1,
c h a r a c t e r i z e d in that the evaluation of the
wheel acceleration a_{wheel} is suppressed when other systems
influencing the wheel acceleration a_{wheel} , such as an anti-
lock system, traction control system, electronic stability
system, etc., are active.
10. A computer program product,
c h a r a c t e r i z e d in that it defines an algorithm
which comprises a method as claimed in at least one of claims
1 to 9.